

~~CONFIDENTIAL~~REPORT NO.

50X1

COUNTRY Poland

SUBJECT Underground MIG-15 Assembly Plant
near Poznan

DATE DISTR. 30 Nov. '53

NO. OF PAGES 4

PLACE
ACQUIRED

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NO. OF ENCLS.
(LISTED BELOW)DATE
ACQUIRED BY SOURCE SUPPLEMENT TO
REPORT NO.DATE OF INFORMATION

50X1

THIS IS UNEVALUATED INFORMATION

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I. IDENTIFICATION DATA:

Reference is made to Overlay of GSGS 4416, Sheet N-11, Pinpointing Underground MIG-15 Assembly Plant and Points of Interest.

1. RR TRACK: Double track, standard gauge, leading 12 km. NNW to Poznan and south 20 km. to Kornik N 52-15, E 17-06.
2. UNDERGROUND MIG-15 ASSEMBLY PLANT IN KONINKO N 52-18, E 17-01.

II. SITE LAYOUT:

Reference is made to Sketch of Underground MIG-15 Assembly Plant.

1. RR TRACK: Overlay, Pt. 1.
2. DIRT ROAD: five meters wide.
3. KONINKO VILLAGE: Located one kilometer south of installation.
4. DIRT ROAD: Four meters wide, three kilometers long from road Pt. 5, to installation.
5. ROAD: Cobblestone, five meters wide, leading west three kilometers from intersection of roads to PIOTROWO approximately N 52-19, E 16-59.

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6. RR TRACK: Single track, standard gauge, leading NNW two kilometers from installation to Poznan airfield.
7. BUILDING: Brick, 10 m. high with concrete flat type roof.
- Pts. 8 - 16 are Buildings [same as for Pt. 7].
17. RR STATION: Brick, with red tile covered gable type roof. This was the installation railroad station.
18. DIRT ROAD: Four meters wide, leading two kilometers to Poznan airfield.

III. ADDITIONAL INFORMATION:

Entire installation was surrounded by rolled barbed wire. Installation was well camouflaged by heavy forest and many armed guards were noted patrolling the installation area. There were many more various sized buildings on installation than shown on sketch. The buildings indicated on sketch were laid out to plan. All buildings had two and three stories below the ground and joined each other underground. This was hearsay information from personnel that worked on installation. Estimated labor force was about 1,500 civilians. Many Polish military personnel were observed in the area but Source did not know if they were part of the labor force. In 1950 damage caused during WW II was being repaired. At time of observation in September 1952, the installation was in operation and Source observed Labor Service Battalion personnel from Poznan airfield on it. He believed that they were engaged in new construction. All aircraft parts for this installation came from the USSR by railroad via Poznan airfield railroad station. Source believed the only type aircraft being assembled at this installation was the MIG-15. He had not seen any other types of aircraft. The parts of the MIG-15 came to the factory and were there assembled into the wing sections, fuselage, etc. The wings, fuselage, and other sub-assemblies were then taken by railroad in crates to Poznan airfield, assembled there and the aircraft were test flown.

Source only saw four completely assembled MIG-15's on the airfield and others being assembled in a hangar. He saw these aircraft being test flown and final adjustments being made. Source said that it was general knowledge that this assembly of MIG-15's was taking place. He had no further information concerning flow of materials, assembly methods, production rates, engine assembly or procurement, number of shifts and so forth.

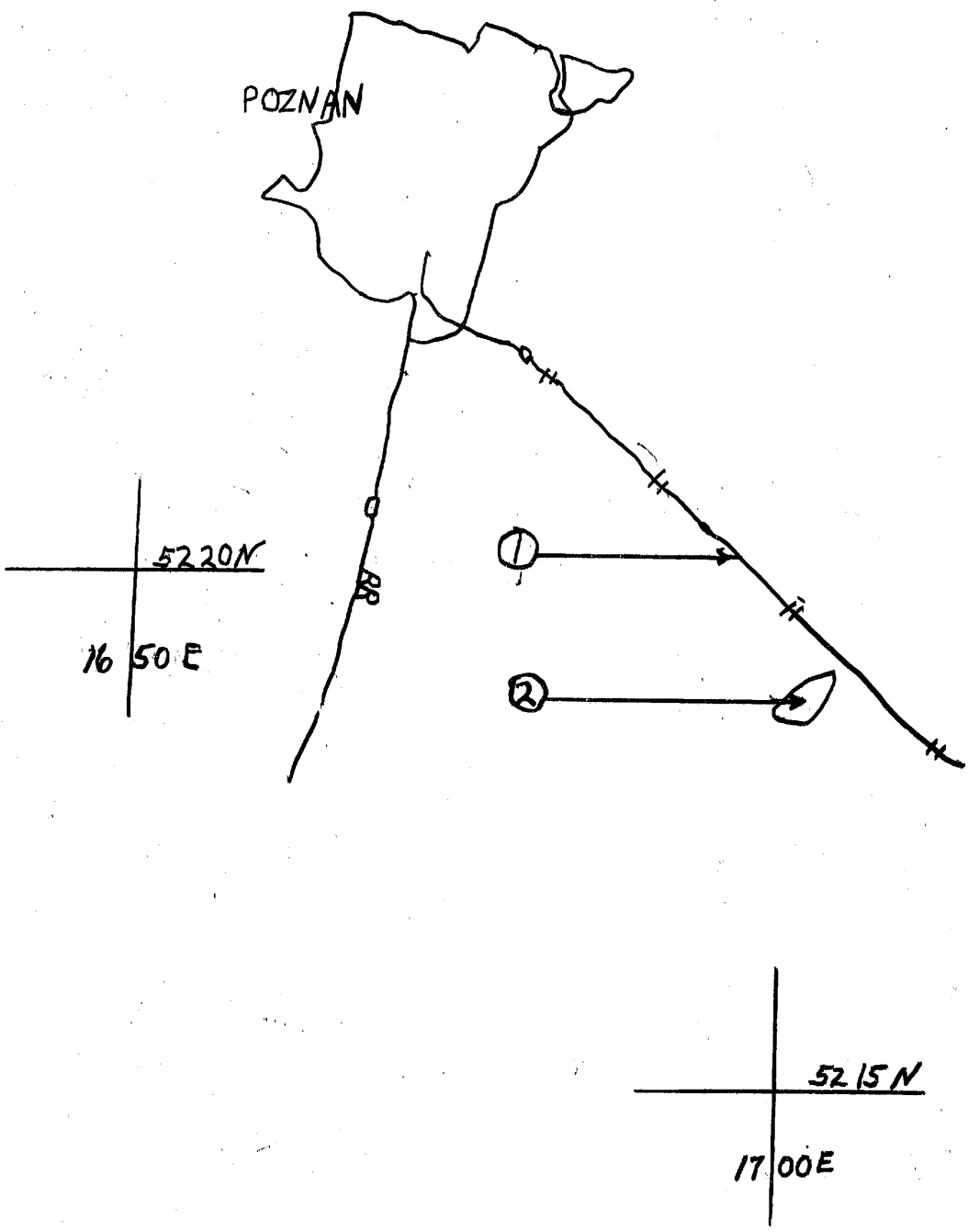
Overlay of GSGS 4416, Sheet N-11, Pinpointing Underground MIG-15 Assembly Plant and Points of Interest and Sketch of Underground MIG-15 Assembly Plant.

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Overlay Pinpoint Location of MIG-15 Assembly Plant (Koninko)

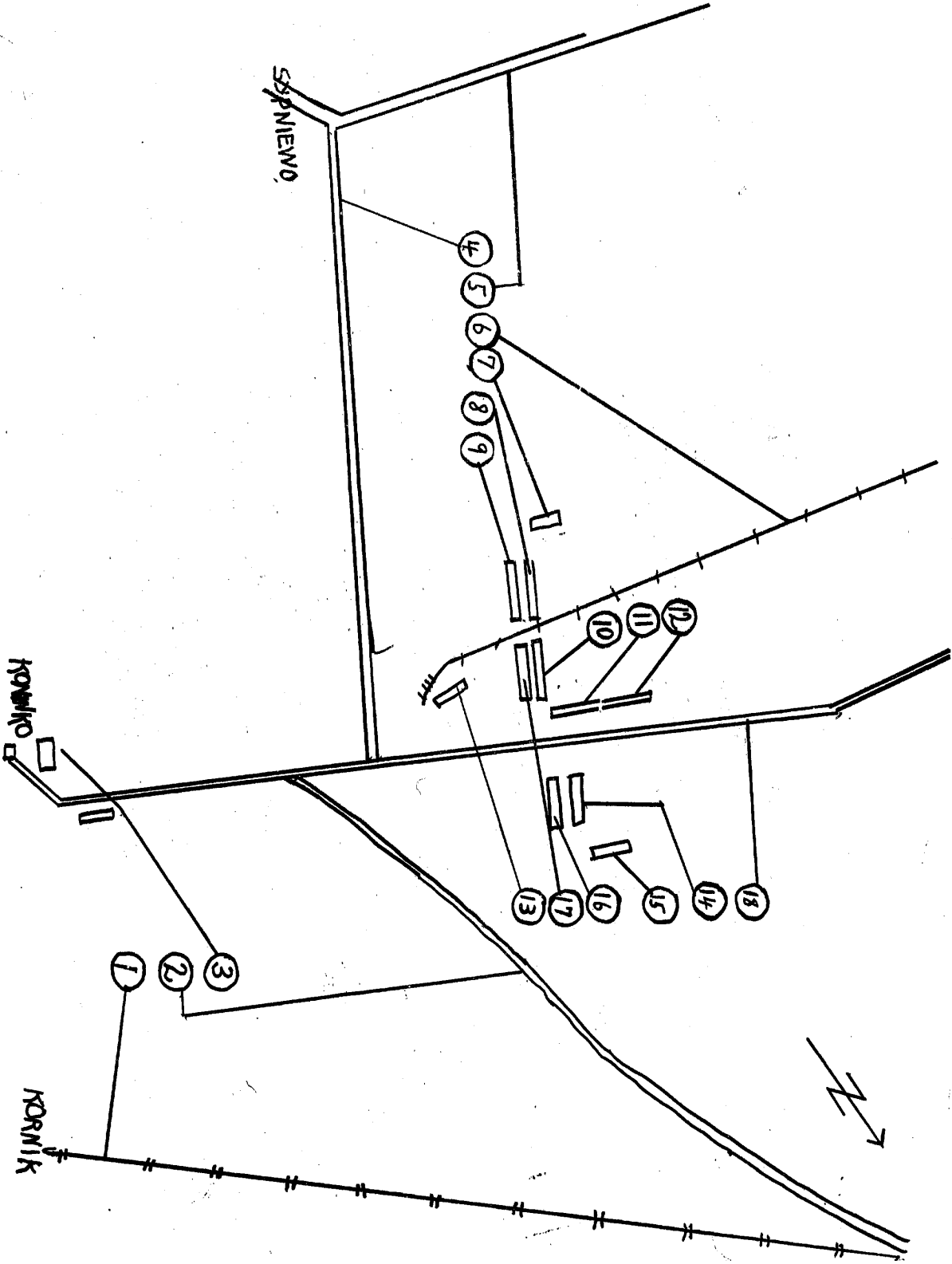


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Sketch of Underground MIG-15 Assembly Plant (Koninko)



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